



Vessel Description (GWS+ design)

M/V "Viking Hawk"

Type: Self-sustained Cellular Container Vessel, type 1700TEU(GWS)-B-01

Class: GL +100 A5 E, IW, NAV-O, WBM-F, SOLAS II-2, Reg. 19, NAV-O Container Ship, EP + MC E AUT

Built: 2009 Guangzhou Wenchong Shipyard Co. Ltd., China

- International Tonnage : about GT/18,485 mt; NT/10,282 mt
- Suez Tonnage : to be advised
- Panama Tonnage : to be advised
- Deadweight : about 23,710 mt at 10.90 m scantling draft
- LOA : about 176.41 m
- LBP : about 166.41 m
- Breadth moulded : about 27.40 m
- Depth to main deck : about 14.30 m

Containers:

All containers intakes are always subjected to vessel's stability, trim, deadweight, permissible weights, permissible lashing gear break loads, container lashing plan, ranges of visibility, Panama Canal regulations and OSHA rules in which case intakes and stack weights can be considerably reduced.

In holds		692 TEU	alt. 332 FEU + 28 TEU
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On deck	main deck	18 TEU	alt. 9 FEU
	1st tier	132 TEU	alt. 66 FEU
	2nd tier	132 TEU	alt. 66 FEU
	3rd tier	194 TEU	alt. 97 FEU
	4th tier	194 TEU	alt. 97 FEU
	5th tier	172 TEU + 11 FEU	alt. 97 FEU
	6th tier	154 TEU + 11 FEU	alt. 88 FEU
	Total	996 TEU + 22 FEU	alt. 520 FEU
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Total holds and deck		1,688 TEU + 22 FEU	alt. 852 FEU + 28 TEU

Homogeneous intake basis 14 mts: about 1,287 TEU

Overlength: about 260 units of 45' length may be stowed on deck

High cubes in holds: 304 TEU in holds (only top two tiers allowed for 9'6" high cubes)

High cubes on deck: 674 TEU on deck (subjected to IMO navigation visibility requirement)

Container fully cellularized in holds for 20'/40' units; on deck fitted with fittings for loose lashings for 20'/40'/45' units.



Reefer: 345 reefer plugs (3 phase/440V/60Hz, 3P+E, ISO1496/2, CEE 17, 32Ax3h)

Connections: under deck 120 (60 each in hold 3+4) on deck 225

Max. reefers: basis 70frozen/30chilled/8.5Kw, about 210FEU

Stack loads:	20'units	40'units	45'units	48'units
Tanktop:	125t	150t	---	---
Main Deck:	65t	95t	---	---
Hatches 1+2:	54t	90t	---	---
Hatches 3-8:	65t	95t	---	---

Distribution of container weights within a single 20'/40' stack on deck to comply with the on board manual for stowage and lashing of containers approved by class.

Hatch covers: 5 Holds/8 Hatches, pontoon type hatch covers each divided into two panels with split at longitudinal centreline, which can be opened in unconstrained sequence.

- Hold No.1 : No.1 hatch about 12680x10167mm (p/s), 28.0 mt/piece  
No.2 hatch about 12840x12625mm (p/s), 37.0 mt/piece
- Hold No.2 : No.3 hatch about 12840x12625mm (p/s), 37.0 mt/piece
- Hold No.3 : No.4 hatch about 12930x12625mm (p/s), 36.0 mt/piece  
No.5 hatch about 12930x12625mm (p/s), 36.0 mt/piece
- Hold No.4 : No.6 hatch about 12930x12625mm (p/s), 36.0 mt/piece  
No.7 hatch about 13090x12625mm (p/s), 36.0 mt/piece
- Hold No.5 : No.8 hatch about 12930x12625mm (p/s), 36.0 mt/piece

Cargo Cranes: 2 x 45 tons single cranes, electro-hydraulic driven, outreach 28m

Tank capacity:

- IFO about 1,945 cbm
- MDO about 220 cbm
- Ballast water about 8,100 cbm
- Freshwater about 109 cbm

Endurance: about 13,400 nm (at design draft without reefers)

Main engine: MAN/B&W 7S60MC-C of 16,660 kW at 105 rpm

Auxiliaries: 3 x 1,600 kW auxiliary engines

Sea speed consumption:

About 20.6 knots on about 60 mt IFO for main engine, without reefers at design draft of 9.50m basis clean/smooth bottom, even keel, deep water/sea with a temperature of max. 28 degrees Celsius, wind max Bft 2, sea not exceeding Douglas sea state 2. Normal consumption for auxiliary engines is about 5 mt IFO; charterers to provide sufficient quantity of MDO during sea passages for operating the auxiliary engines under emergency situation.



Following ship speed and main engine HFO fuel consumption for reference (all about):

Design draft 9.5 m

20.6 kn / 60.0 mt per day  
19.0 kn / 45.0 mt per day  
18.0 kn / 37.0 mt per day  
17.0 kn / 29.0 mt per day  
16.0 kn / 25.0 mt per day  
15.0 kn / 21.0 mt per day

Scantling draft 10.5 m

19.0 kn / 55.0 mt per day  
18.0 kn / 45.0 mt per day  
17.0 kn / 35.0 mt per day  
16.0 kn / 30.0 mt per day  
15.0 kn / 24.0 mt per day

In Port consumption:

Consumption is about 3.0 mts daily when idle, about 5.5 mts daily when working cranes, always excluding reefers and ventilation, plus some IFO for heating fuel oil tanks.

Fuel specification:

ISO 8217:2005 or any subsequent amendment thereof RMG380 or better for IFO and DMB or better for MDO. Charterers shall supply fuel with quality comply to MARPOL Annex VI or any subsequent amendment. Sludge removal, if any, to be always for Charterers' account and time.

Fittings:

Suez, Panama, Bowthruster 900 kW, Satellite communication (phone/telex/fax)

Capable of carrying IMDG cargo under deck:

Cargo hold No.1: IMDG code 1.1., 1.2., 2.1., 2.2., 2.3., 3, 4.1., 4.2., 5.1, 6.1. & 8.

Cargo holds No.2 & No.3: IMDG code 2.1., 2.2., 2.3., 3, 4.1., 4.2., 5.1, 6.1. & 8.

Cargo holds ventilation:

Cargo holds No.1, 2 & 3 : electrical driven explosion-proof exhaust & supply ventilation.

Cargo hold No.4 : electrical driven exhaust & supply ventilation.

Cargo hold No.5 : natural ventilation.

The electrical driven exhaust & supply fans for cargo holds No.3 & No.4 are also to be operated as the reefer containers ventilation fans.

Cargo holds are fitted with CO2 fire extinguishing system.

*All details about and without guarantee.*

**Owners full style and domicile:**

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